



PROGRAM COMMEMORATING THE OPENING OF THE  
**TRIBOROUGH BRIDGE**

THE UPTOWN CHAMBER OF COMMERCE

SATURDAY, JULY 11, 1936

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Because it has been said  
"Ever'thing comes t' him who waits  
Except a loaned book."

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# OPENING OF THE TRIBOROUGH BRIDGE



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# PARADE PROGRAM



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Postmaster, New York, N. Y.

THE Manhattan parade in celebration of the opening of the Triborough Bridge is under the joint auspices of the Uptown Chamber of Commerce and the Honorable Samuel Levy, President of the Borough of Manhattan.

The parade will start from Morningside Avenue and 117th Street at 10 o'clock on the morning of Saturday, July

11th, 1936. The route of march will be north on Morningside Avenue to 125th Street, thence east on 125th Street to Third Avenue, turning south on Third Avenue to 120th Street.

The honorary reviewing officers will be in a reviewing stand on the north side of 125th Street, between Third and Lexington Avenues.

The order of march will be as follows:

**The Grand Marshal:**

Brigadier General John F. Daniell, and Staff  
Borough President Samuel Levy, and Staff

**1st Section:**

Regular Army, Major Harold Haney, U. S. Army, Commanding  
Band 16th Infantry  
3rd Battalion, 16th Infantry

**2nd Section:**

New York National Guard, Colonel John G. Grimley, Commanding  
369th Infantry

**3rd Section:**

New York Naval Militia, Lieut. Commander R. V. Dolan, Commanding  
Band, Sanitation Department, City of New York  
Detachment 1st Battalion  
Detachment 4th Battalion

**4th Section:**

Veterans of Foreign Wars, James K. Broder, Commanding  
Moe Wolf Post

**5th Section:**

American Legion  
Harlem Post  
Manhattanville Post  
Colonel Young Post

**6th Section:**

Fraternal Organizations  
Manhattan Lodge of Negro Elks, with Band  
Monarch Lodge of Negro Elks, with Band  
Brotherhood of Sleeping Car Porters, with Band

**7th Section:**

Civic Organizations  
Uptown Chamber of Commerce  
Mount Morris Park Association  
Upper Harlem Tax Payers Association  
Association of Trade & Commerce  
East Harlem Merchants Association, with Band  
North Harlem Community Council

**8th Section:**

Boy Scouts  
Boy Scouts Drum Corps  
Harlem Boy Scouts



# The Triborough Bridge, East River Drive and . . .



The West Side Express Highway, looking south from Twenty-third Street. The highway, a project of Borough President Levy's office, ultimately will extend to the end of Manhattan along the Hudson River

All roads lead to Harlem!

The opening of the Triborough Bridge links the Harlem district to Queens and the parkway system of Long Island, which literally puts Jones Beach and much of the countryside of Long Island at Harlem's doorstep. Likewise, the northerly connection from the Triborough Bridge, via the Bronx, makes most accessible the parkway system of Westchester County and the country beyond.

In addition, the reclamation for public parks of the East River islands, over which the Triborough Bridge passes, adds to the park system in the Harlem district a large territory for recreational purposes. The establishment of a public park on Randalls Island represents the first step in the comprehensive system of public parks planned for the islands in the East River which formerly were used exclusively for institutional purposes.

Coupled with the construction of the Triborough Bridge is that portion of the East River Drive which skirts the East River shore-front of the Harlem district from 92nd Street to 125th Street.

The East River Drive, which ultimately

# West Side Express Highway

## All Help Uptown



will extend along the East River and Harlem River shorefronts from the Battery to Spuyten Duyvil, was planned by the office of the President of the Borough of Manhattan as part of a circumferential highway proposed to extend completely around the shorefront of Manhattan Island. That part of it on the East River is known as East River Drive, and that part along the Hudson River is the West Side Express Highway. The completion of this highway system around the rim of Manhattan will make every part of the borough of easy access, as cross traffic will be substantially eliminated and direct connections provided to the principal avenues, parkways, ferries and bridge heads.

Coincident with the construction of the East River Drive in the Harlem district from 92nd to 125th Streets is the re-zoning of adjacent property for residential purposes, which is expected to transform this waterfront into a high class residential and recreational area. If history repeats itself here, this will be the forerunner of the complete re-development of Harlem for finer dwellings, commercial buildings and shops, as was the case following the construction of Riverside Drive on the west shorefront of Manhattan many years ago.



An artist's conception of the East River Drive in lower Manhattan. The section from Ninety-second Street to 122nd Street will shortly be opened as an approach to the Triborough Bridge

# FACTS ABOUT THE TRIBOROUGH BRIDGE

COMMISSIONERS OF THE TRIBOROUGH BRIDGE AUTHORITY

NATHAN BURKAN, Chairman\*

GEORGE V. McLAUGHLIN, Vice-Chairman

ROBERT MOSES, Secretary and Chief Executive Officer

\* Deceased

## DETAILS OF CONSTRUCTION, COST, ETC.

(Furnished by the Triborough Bridge Authority)

**T**HE Triborough Bridge is  $17\frac{1}{2}$  miles long, and its three arms extending into Manhattan, the Bronx and Queens include 14 miles of highway approaches, 4 bridges over water and 12 grade separations on land.

Work on the bridge was begun on October 25, 1929, by the City of New York acting through the Department of Plants and Structures, headed by Commissioner Albert Goldman. Discontinued in the Spring of 1932 because of lack of funds, it was resumed in November, 1933, by the Triborough Bridge Authority and completed in July, 1936.

In building the bridge an average of 1,000 men were employed in the field. Peak employment was reached in June, 1936, when 2,800 men were in the field.

On the bridge proper, exclusive of highways, 83,500 tons of steel and 400,000 cubic yards of concrete were used. The concrete would have paved a four-lane highway from New York to Philadelphia.

The suspension bridge over the East River at Hell Gate has a main span 1,380 feet long between towers and two side spans each 705 feet in length. The pair of  $20\frac{3}{4}$ -inch suspension cables pass over two 315-foot towers and are embedded in 59,000 cubic yards of concrete at the Wards Island anchorage and 74,500 cubic yards on the Queens side. The deck of the bridge is 135 feet above the river and 98 feet wide. It contains two four-lane roadways, separated by a central curb, and sidewalks.

The Harlem River Crossing at 125th Street includes three truss spans with a total length of 772 feet and a vertical lift span 310 feet long. The lift span weighs 2,050 tons, and its 29,000 square feet of deck space is greater than that of any

other lift bridge. It carries two three-lane roadways and sidewalks and, when closed, is 55 feet above the river. The electric motors in the two 210-foot towers can lift it 80 feet higher to permit the passage of large vessels.

The Bronx Kills Crossing consists of three truss spans with a total length of 600 feet. The 350-foot center span can be converted into a vertical lift bridge if the Kills are ever made navigable. Weighing 2,900 tons, it would be the largest lift span ever built. It carries two four-lane roadways and sidewalks.

The East River Drive, Manhattan approach to the bridge, is  $1\frac{1}{2}$  miles long, extending from York Avenue and Ninety-second Street to 122nd Street. The two roadways are three lanes wide. Between them is a 15-foot safety aisle, and along the waterfront a 40-foot landscaped mall.

The Queens approach is  $6\frac{1}{4}$  miles long and includes Grand Central Parkway Extension and a widened Astoria Boulevard. The parkway is six lanes wide and the boulevard eight. At St. Michael's Cemetery the two converge and enter an eight lane depressed highway which leads directly to the bridge a mile away.

The Bronx approach also is  $6\frac{1}{4}$  miles long. Its width varies from six to eight lanes. It represents a widening and repaving of Southern Boulevard, Whitlock Avenue and Eastern Boulevard to Pelham Bay Parkway.

The bridge cost \$60,300,000 to build, of which the City of New York contributed a total of \$16,100,000; the Federal Administration of Public Works advanced \$35,000,000 to the Authority and made a grant of \$9,200,000, covering 30 per cent of the cost of labor and materials.



## GENERAL COMMITTEE

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